

## **APPENDIX B**

### Bridge Safety Inspection Report

## Bridge Safety Inspection Report

Facility <b>M-85</b>	Federal Structure ID <b>82182071000B040</b>	Inspector Name <b>Lou Taylor</b>	Agency / Consultant <b>MDOT - BOU</b>	Inspection Date <b>10/29/2003</b>
Feature <b>ROUGE R</b>	Latitude <b>421729.53</b>	Longitude <b>830832.17</b>	Struc Num <b>11321</b>	Insp Freq <b>15</b>
Location <b>IN DETROIT 10400 FORT ST</b>	Length <b>281.8241</b>	Width <b>73.818</b>	Year Built <b>1926</b>	Year Recon <b>3</b>
			Br Type <b>16</b>	Scour Eval <b>5</b>
			No.Pins <b></b>	

☐ 01 ☐ 02 ☐ 03

NBI INSPECTION

**LEGEND**  
 9 New  
 7-8 Good  
 5-6 Fair  
 3-4 Poor  
 2 or Less Critical

### Deck

1. Surface SIA-58A	5	5	Galvanized metal grating, bent/dented 3 sy. several small snagged bars. Several holes throughout grating.(2003), Galvanized metal grating, bent/dented 3 sy. several small snagged bars. Several holes throughout grating.(2002),
2. Expansion Jts	6	6	Finger dams missing bolts at toe ends of bascule leaves.(2003), Finger dams missing bolts at toe ends of bascule leaves.(2002),
3. Other Joints	5	5	Loss of joint seals, joints filled with dirt, some leakage. Small spalls along edges making neoprene loose.(2003), Loss of joint seals, joints filled with dirt, some leakage. Small spalls along edges making neoprene loose.(2002),
4. Railings	7	7	3 tube Aluminum railing NW channel at lift span loose.(2003), Aluminum post and rails NW channel at lift span loose.(2002),
5. Sidewalks or curbs			
6. Deck SIA-58	4	4	Deck cracked with efflorescence, map cracked approximately 20% of area under sidewalks (hole in NE). Str encasement spalled, Beams BF exposed and rusted, leaching stalactites. Debris and dirt along both approach span curbs.(2003), Deck cracked with efflorescence, map cracked approximately 20% of area under sidewalks (hole in NE). Str encasement spalled, Beams BF exposed and rusted, leaching stalactites. Debris and dirt along both approach span curbs.(2002),
7. Drainage			

### Superstructure

8. Stringer SIA-59	4	4	Bascule span pack rusted seams, b to b angles, pitted, loss of section at connections, gussets holed, lacing and battens poor. Fibm/girder conn rusty conn plate, with some repaired in 2001.(2003), Bascule span pack rusted seams, b to b angles, pitted, loss of section at connections, gussets holed, lacing and battens poor. Fibm/girder conn rusty conn plate, with some repaired in 2001.(2002),
9. Paint SIA-59A	4	4	Rusted seams, lacing, battens, and connections with greater than 10%, pack rust(2003), Rusted seams, lacing, battens, and connections with greater than 10%, pack rust(2002),
10. Section Loss	0	0	Gusset plates with holes, pack rust, connections with greater than 10% loss of section West end has cracked cover plate at pivot and beams have holes in corners.(2003), Gusset plates with holes, pack rust, connections with greater than 10% loss of section West end has cracked cover plate at pivot and beams have holes in corners.(2002),
11. Bearings	5	5	General rusting, anchors and bracing reduced at longitudinal trunnion support truss bearings. Ctw.rear stop block bearing angle of anchor column cracked and gaps exist.(2003), General rusting, anchors and bracing reduced at longitudinal trunnion support truss bearings. Ctw.rear stop block bearing angle of anchor column cracked and gaps exist.(2002),

### Substructure

12. Abutments SIA-60	4	4	Several spalls and some map pattern cracking at corners and edges of the abutment seats. Old inactive vertical cracks exist full height of abutment stem. Brickwork indicates settling of ends(2003), Several spalls and some map pattern cracking at corners and edges of the abutment seats. Old inactive vertical cracks exist full height of abutment stem. Brickwork indicates settling of ends(2002),
13. Piers SIA-60	4	4	Heavy scale, spalls. Some timber fenders and plate missing, fender damage. S.W.(2003), Heavy scale, spalls. Some timber fenders and plate missing, fender damage. S.W.(2002),
14. Slope Protection			

### Approach

15. Approach Pavt	4	3	Settled (dip), poor vertical alignment, uneven, heavily cracked, raveling. Curb spalling and sidewalk heavily cracked and uneven. manhole covers have cold patch in large deep potholes. 1 foot drop at both ends. Vehicles bouncing and pounding bridge.(2003), Settled (dip), poor vertical alignment, uneven, heavily cracked, raveling. Curb spalling and sidewalk heavily cracked and uneven. manhole covers have cold patch in large deep potholes. 1 foot drop at west end. Vehicles bouncing.(2002),
16. Approach Shldrs Swalks			
17. Approach Slopes			
18. Utilities			
19. Channel SIA-61	7	6	Fender on west end needs repair.(2003), Fender on west end needs repair.(2002),

# Bridge Safety Inspection Report

Facility	Federal Structure ID	Inspector Name	Agency / Consultant	Inspection Date	<b>LEGEND</b> 9 New 7-8 Good 5-6 Fair 3-4 Poor 2 or Less Critical			
M-85	82182071000B040	Lou Taylor	MDOT - BOU	10/29/2003				
Feature	Latitude	Longitude	Struc Num	Insp Freq		Insp Key		
ROUGE R	421729.53	830832.17	11321	15		DKFJ		
Location	Length	Width	Year Built	Year Recon		Br Type	Scour Eval	No.Pins
IN DETROIT 10400 FORT ST	281.8241	73.818	1926		3	16	5	
01 02 03		<b>NBI INSPECTION</b>						

20. Drainage  
Culverts

<b>Guard Rail</b> <table border="1"> <tr> <td>01</td> <td>03</td> <td>03</td> <td></td> </tr> <tr> <td>36A</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>36B</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>36C</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>36D</td> <td>1</td> <td>1</td> <td>1</td> </tr> </table>		01	03	03		36A	1	1	1	36B	1	1	1	36C	1	1	1	36D	1	1	1	<b>Crit Feat Insp(SIA-92)</b> <table border="1"> <thead> <tr> <th></th> <th>Freq</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>92A Frac Crit</td> <td>24</td> <td>10/29/2003</td> </tr> <tr> <td>92B Und. Watr</td> <td>60</td> <td>04/01/1996</td> </tr> <tr> <td>92C Spl.Insp</td> <td></td> <td></td> </tr> </tbody> </table>		Freq	Date	92A Frac Crit	24	10/29/2003	92B Und. Watr	60	04/01/1996	92C Spl.Insp			<table border="1"> <tr> <td>71</td> <td>Watr Adeq</td> <td>8</td> </tr> <tr> <td>72</td> <td>Appr Align</td> <td>8</td> </tr> <tr> <td></td> <td>Temp Supp</td> <td></td> </tr> <tr> <td></td> <td>Hi Ld Hit (M)</td> <td>0</td> </tr> <tr> <td></td> <td>Special Insp Equip.</td> <td>5</td> </tr> </table>	71	Watr Adeq	8	72	Appr Align	8		Temp Supp			Hi Ld Hit (M)	0		Special Insp Equip.	5	<b>MISCELLANEOUS</b> <b>General Notes</b> REPLACE APPROACH PAVEMENT AND FILL BOTH ENDS PRIOR TO NEW BRIDGE CONSTRUCTION.
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